

Application No. 10/602,870

REMARKS / ARGUMENTS

Original claims 1-14 remain pending. Claims 1 – 7 and 10 – 13 have been amended. Claim 15 has been cancelled. A new claim 16 has been added.

Claim 15 had been withdrawn from consideration subject to a restriction requirement wherein applicant has elected to pursue Group I claims 1 – 14 and withdraw the Group II method claim 15 from further consideration. Applicant's attorney hereby affirms this election of the Group I claims 1- 14.

The specification was objected to for failing to provide proper antecedent basis for Claim 1. Claim 1 recites "said airbag length sized to extend only substantially along a vehicle hood length". Applicant amended paragraph [0006] to incorporate this language. Additionally applicant amended the summary of invention to correspond with the claims as amended. Withdrawal of this rejection is respectfully requested.

The examiner rejected claims 1 – 4 and 6 – 14 as being anticipated by Shimizu et al (JP 7-108902 A). Applicant's amendment to independent claims 1 and 10 incorporating the subject matter of claim 5, which has rendered this rejection moot. This amendment also introduced the elements of a repackable airbag and a cold gas filled inflator which will not burn the airbag upon inflation. These features are neither taught nor suggested by the cited reference and withdrawal of the rejection is respectfully requested.

Claim 5 was rejected under 35 USC 103 (a) as being unpatentable over Shimizu et al (JP 7-108902 A). The examiner noted Shimizu et al disclosed the inflator generates a large quantity of pressurized gas. The examiner noted further that hybrid inflators store pressurized gas and are well known in the art.

Applicant's amendment of claims 1 and 10 insures that no burnable or hot gases are used which would not allow reuse of the airbag. The prior art devices do not contemplate reuse of the airbag. Applicant's airbag is repackable after deployment due to the use of a cold gas filled inflator. Amended claim 5 now recites the stored gas is CO₂ which fills the airbag with cold gas. Hybrid gas generators burn propellants and

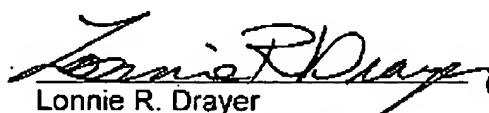
Page 7 of 8

Application No. 10/602,870

they are used to generate large volumes of hot gases to inflate the airbag. This renders the reuse of the airbag after deployment impractical because these used airbags contain burn through holes. None of the cited references teach or suggest reusable airbags in combination with cold gas inflation. Accordingly applicant respectfully requests withdrawal of this rejection.

For the reasons stated above applicant urges the examiner to allow the application to pass to issuance.

Respectfully submitted,



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